

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: _____ Inventory Number: ~~60020~~ PG: 85A-79

Address: 16020 McKendree Road, Prince George's County - in the vicinity of Brandywine

Owner: Lusi, Nunziato and Ida

Tax Parcel Number: Subdivision 1632 1877, Section 2, Lot 3 Tax Map Number: 154

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: ☒ no ☐ yes Name: _____ Date: _____

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None

Is property located within a historic district?: ☒ no ☐ yes Name of District: _____

Is district listed?: ☒ no ☐ yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

This wood frame house is one story in height and two bays wide with a one-bay addition. The house has a side gable roof with a front shed roof extension. The original two bays are pierced by paired, 1/1 double-hung, sash windows and a single-leaf entry. The addition contains a single, 1/1 double-hung, sash window. An exterior, brick gable wall chimney is visible.

Constructed around 1930 near Crain Highway, this house reflects patterns of residential development that characterized southern Maryland during the early-20th century. Prince George's County continued to be dominated by its agricultural heritage during the first half of the century. Its population between 1910 and 1930 rose from 36,000 to almost 60,000 people, but its population growth was primarily limited to the settlements of the new towns and villages brought about by the Baltimore and Potomac rail lines. As trucks began carrying more tobacco and produce from southern Maryland to northern markets, the demand for better roads grew. After its construction began in 1922, Crain Highway linked rural areas of southern Maryland to urban centers in the north. The resulting increased traffic and economic opportunities benefited both Charles and Prince George's County by spurring increased residential and

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended

Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☒ C ☐ D Consideration ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None


Reviewer, Office of Preservation Services


Date

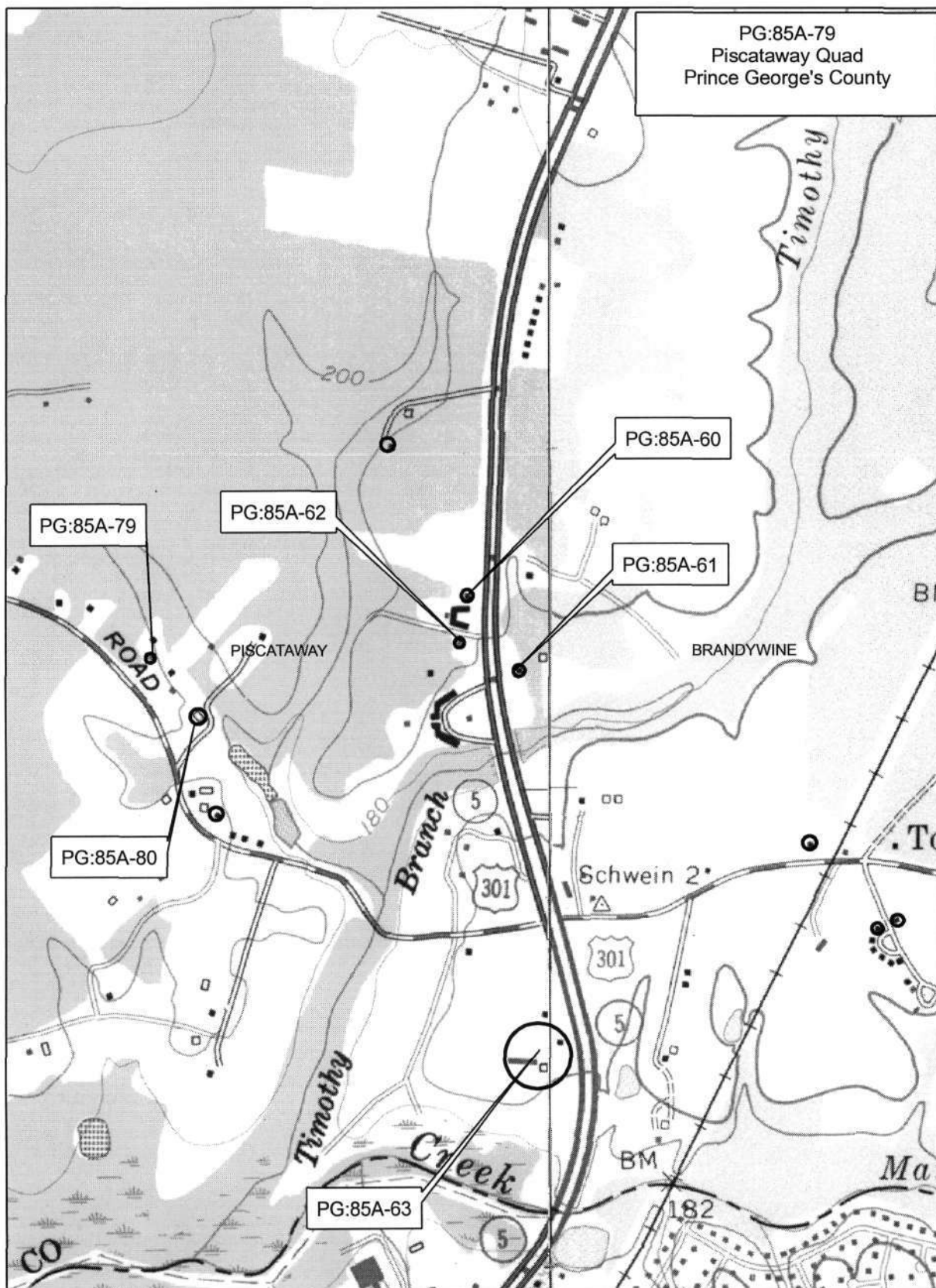
Reviewer, NR Program

Date

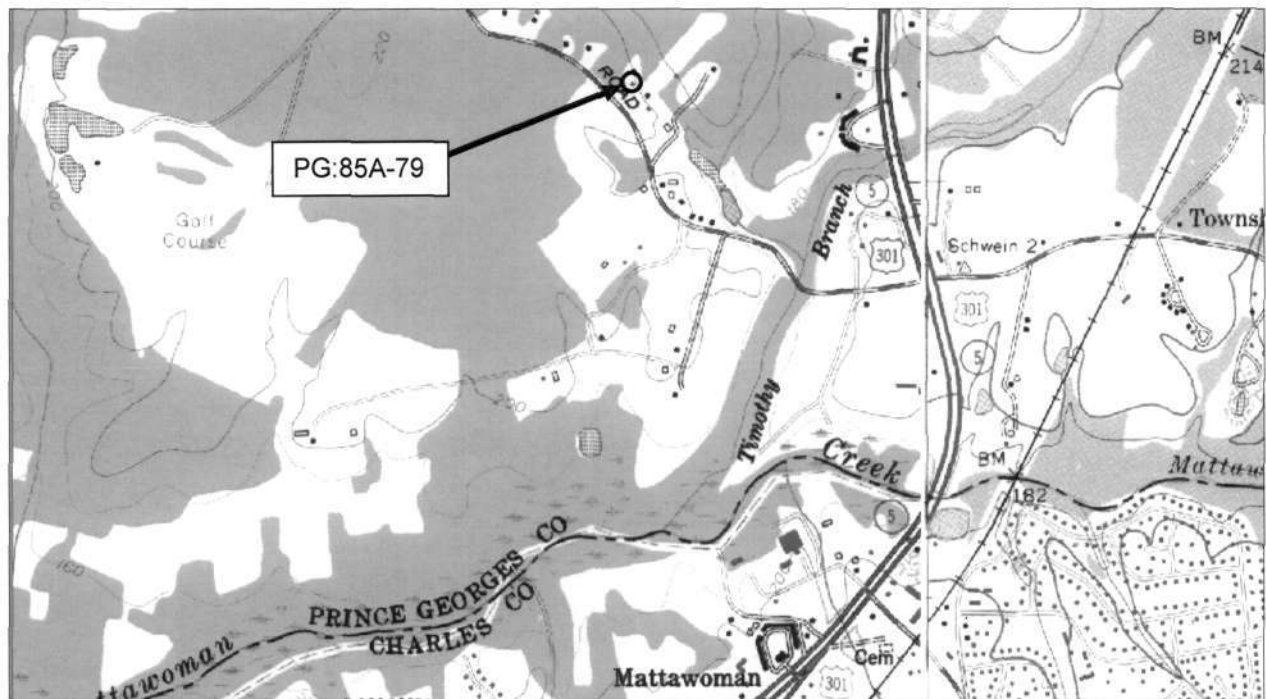
Page 2

commercial development along Crain Highway. Development along Crain Highway, however, was not as intense in Prince George's County as it was in Charles County. The farmers closer to the urban markets of Washington began to diversify their crops and began to produce more products for the urban populations.

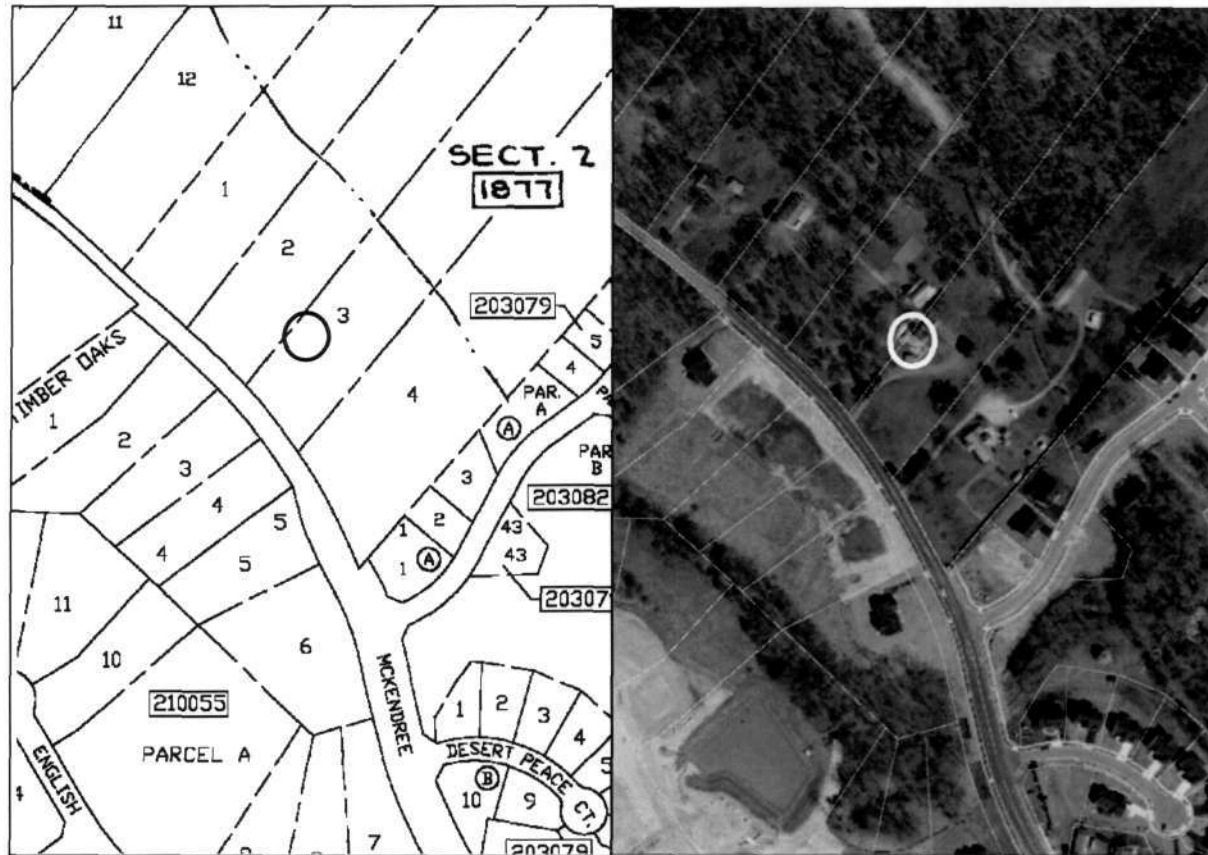
This c. 1930 structure is not eligible for the National Register. It lacks significance related to events, persons or architecture. Criterion D, information potential, was not assessed for this study.

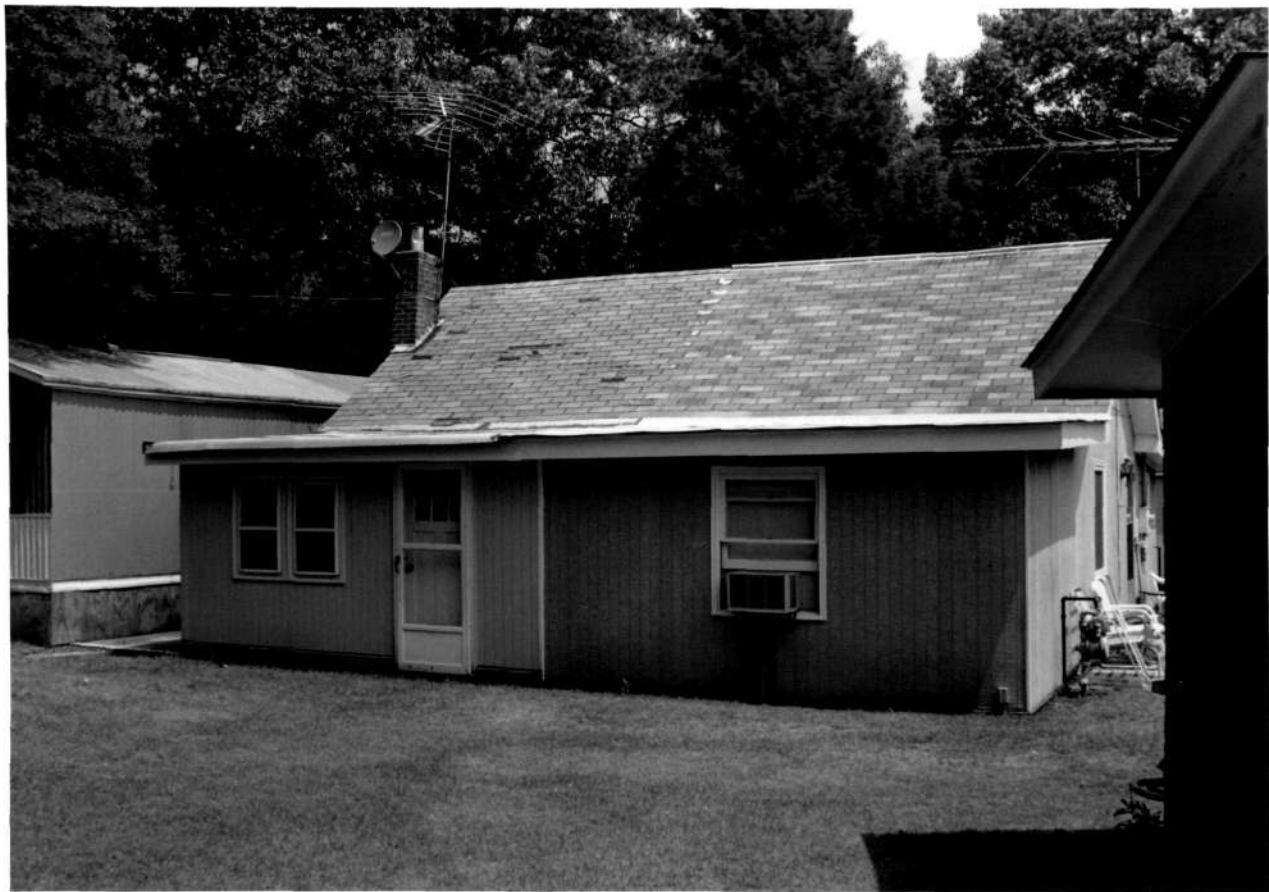


PG:85A-79
10620 McKendree Road, Brandywine
Brandywine Quad



Tax Map 154, Subdivision 1877, Section 2, Lot 3 National Web Map Service 6" Orthophoto Map, c. 2007-08, with Maryland planning parcels





~~840020~~ PG: 85A-79

~~16020~~ McKendree Road

Prince George's County, MD

Traceries

June 1999

MD SHPO

View looking east

2 of 2